



# DEVON CRAB WAR CREWS MAY CARRY GUNS

CRAB fishermen from the Dartmouth area are threatening to take shotguns to sea to protect themselves against foreign fishermen who, they claim, are destroying gear and stealing pots.

Devon crabbers blame foreign boats, mostly French crabbers, for their losses.

Tom Jones, who is secretary of the South Devon Shellfishermen's Society, said: 'We have definite evidence crab pots are being stolen and sold in France.'

The Devon men also blame the Eastern bloc trawlers which are working on the crabbing grounds and destroying pots.

Two weeks ago the Browse-owned 52-footer K.M.B. was towed along by a Russian trawler which had entangled her trawl with the string of pots K.M.B. was hauling.

"Tempers are getting frayed," said Tom Jones. "The Government doesn't seem to have any backbone to protect the interests of our inshore fishermen."

The 'crab war' has so far cost Devon fishermen about 1,000 smashed or stolen pots and about £40,000 in lost catches.

Crab fisherman Terry Ekers of Paignton said: "We are afraid to leave our crab gear outside the 12-mile limit because it is likely to get smashed or towed away."

A string of 60 pots now costs about £900-£1,000 to replace. Each vessel works six to eight strings.

The foreign fleets are after

mackerel, but the area off Start Point is also the major crab producing area in Britain.

The best crab grounds are 30-40 miles off Start Point, but the risk of losing gear might prevent the offshore grounds being worked this season.

The pots may have to be set closer inshore — inside our territorial waters — where crabs are less abundant.

Fishery protection vessels are trying to keep the Eastern bloc fleet in order and pots have been recovered by protection ships in the course of their duty. Seen from the bridge of HMS Soden, a Rumanian factory trawler, part of the large fleet of Eastern bloc ships now fishing off the south-west coast. A report on the fishery protection service will appear in *Fishing News* next week.

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## DoT slaps load limit on 'unstable' boat

FOUR Brixham fishermen face a severe cut in their incomes because of a restriction put on their boat by the Department of Trade.

Following a survey, the DoT has ruled that the 65 ft. trawler *Tennetje* is unstable and forbade her owners to take her to sea until five tons of ballast had been added. It also ruled she can carry no more than 11 tons of fish.

Edward Cann, speaking from Bideford, agreed it was a difficult situation, but what could one do? The survey re-

quired certain things to be done to meet International Maritime Consultative Organisation standards.

"We've got her back to sea. V., are doing what is required. No-one objects to safety surveys; the question is the payment."

He did not know what the bill would be, but it will reach many hundreds of pounds for survey fees and work.

Another Devon boat to fall foul of the DoT survey is the Plymouth-based *Sterver-truen*, one of three boats at

the port which have been banned from sailing until they pass the survey, estimated up to £10,000.

to be spent before will pass.

*Vigilant* is being taken

out of service while *Sterver-truen*

is being put up for sale. It

thought she needs £10,000

depending on her before

can fish again.

Skippers are angry be-

cause they believe many of

'faults' found would not

the craft unsafe or hinder

inshore operations.

It is not a new thing for a

vessel to be modified for

stability reasons. Stability

problems have arisen in other

vessels and modifications

have been successfully

carried out.

In the late 1960s, when

IMCO's recommendations

were approved by the

Maritime Safety Committee,

it was found that many

vessels fell short of the

criteria and they have sub-

sequently been modified.

"Meanwhile, the studies

which the UK Government

has been making at home in

consultation with industry,

and which culminated in the

Fishing Vessels (Safety

Provisions) Rules 1975, have

strengthened our hand im-

mensely in relation to the

work of preparation for the

proposed international con-

vention.

*Silver Lining* is now a well

fitted vessel able to fish

anywhere between the

Western approaches and the

Norwegian coast but, as yet,

has not been able to find a

good crew.

*Skipper Peter Johnstone* says

"there is no doubt that I've

now got a seaworthy boat,

but a boat is only as good as her

crew".

Although a number of peo-

ple have asked to sail on the

boat, they are not of the

calibre he is looking for. He is

not sure whether it is because

of the history of the boat or

because there is now a short-

age of good fishermen in

most Scottish ports.

See Comment, page 2.

October 1, 1976

October 15, 1976

October

# £70,100 poaching bill

THE SKIPPER of the Soviet freezer trawler *Belomorye* had his catch and gear, valued at around £70,000, confiscated on Wednesday for illegal fishing in Irish waters. He was also fined the maximum for the offence — £100.

The three charges against the Russian skipper, 34-year-old Nikolai Shinkaruk, of obstructing the Irish Navy were dismissed by Justice Bernard Carroll who said: "There could have been some confusion at sea over the purpose of the arrest."

He took note of the Russian's case that none of the officers on board the trawler understood English. He also noted that after an Irish Army interpreter explained the situation in Russian, the ship then moved to Cork.

Justice Carroll made it clear that the arrest had been lawfully carried out and he had no doubt that the Russian vessel was fishing illegally inside the Irish limit.

The case, which lasted nine days, is the longest of its kind in Irish history.

The Irish Naval Officer in charge of the arresting minesweeper, *Graine*, Lt. Comdr. Paddy Kavanagh, told how the skipper refused to stop when told, ran his ship outside the limits and had to be fired on with a Bofors gun, and then with FN automatic rifle fire, before he halted.

Some shots were aimed high into the mast and others at the fo'c'sle area when the Russians tried to anchor 15 miles off the coast.

Lt. Comdr. Kavanagh described, with the help of

other officers, how the Russian trawler, the 2,500-ton *Belomorye*, was finally boarded; also how the skipper then claimed his engines were not working.

Irish engineers sent aboard found them to be in order. Later the Navy said they would tow the Russian to port, but he finally agreed to sail there.

The Russian skipper began giving evidence late last week,

claiming that he was outside the limit and that other Russian trawlers had fixed his position there. But in evidence it transpired these fixes were not made with radar, but were visual fixings later plotted.

Skipper Shinkaruk, giving evidence with the aid of an interpreter, claimed that his seaman had to lie flat on the deck when the Irish Navy opened fire. He criticised the Irish Naval officers who carried out the arrest.

He also denied obstructing the Navy, claiming that he was not told why he was being arrested. He said no reason was given for his detention, which he considered illegal.

Irish Naval officers claimed that the skipper understood the language of the Bulgarian trawler *Aurelia* has been confiscated in Cork by the Irish Department of Agriculture and Fisheries, following the Bulgarians' refusal to pay £102,040 in lieu said to the skipper.

They also told how international flag signals were made and how radio transmissions were not answered on international frequency; flashing international signals were also ignored.

Officers who were allowed on the Russian ship said she had modern and obsolete equipment side-by-side.

## **Belomorye** packs 5,420hp

**BELOMORYE** (BMRT No. 124) is one of a series of about 30 large diesel-electric powered freezer stern trawlers built between 1969 and 1974 by the Okean Shipyard on the Black Sea.

She and 23 of her sister ships (such as *Pemir*, *Golstrim*, *Karpel*, *Vesdal* and *Ebrus*) are included in the latest of the three-yearly lists issued by the International Commission for the Northwest Atlantic Fisheries to show the ships working in the ICNAF area.

The 24 ships of the class in

the ICNAF list are all based on this year, which was issued in 1974, there were 510 Soviet fishing ships and, among them, were no less than 257 BMRT and RTM category stern trawlers larger than 2,000 gross tons.

Although not as well known outside the USSR as the 240 or more Mayakovski-class stern trawlers, or the series of ships built in East Germany and Poland, *Belomorye* and her sisters appear to have been a successful design.

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Built in 1971, the 3,272 gross-ton *Belomorye* has an overall length of 321 ft. Her diesel-electric propulsion plant consists of five generators driven by diesel engines with a total output of 5,420 hp and powering an electric motor turning a single propeller.

## Oyster prices go up—and up again

AS PREDICTED the early opening of the fresh mussel season did lead to some dissatisfied customers and merchants in Billingsgate last week. Two consignments from Ireland were subject to delay and a spell of rather muggy weather ensured that many mussels were D.O.A. as the television detectives express it. Not an auspicious opening to the season.

Following our mention of the increased mussel competition last week it should be made clear that Mike Janrik is no 'first timer' at the game. He was handling

the news better on the oyster front where prices going up by 24 per cent does not seem to have deterred the buyers. The high water temperatures of the summer have produced very good growth and the east coast oysters, which are presently available, are fat and juicy.

Bill Potter is now undisputed king of the oysters in

over the London interests of the Seafarers and Ham Oyster Fisheries, leaving Baxter as the sole supplier of oysters in the market.

As the very essence of a market is that buyers should be able to compare prices and quality from one firm to another, this monopoly situation would not seem to be

**Billingsgate**

good for the trade and it can only be hoped that one of the more enterprising shellfish firms will extend its interests to provide some competition.

A circulated price list for this season quotes the following prices: No. 1's per 100 £22; No. 2's per 100 £18; No. 3's per 100 £16; No. 4's per 100 £13; and Buttons per 100 £11.

Incidentally, in one well-known West End fish restaurant one dozen No. 1's, with presumably a slice of lemon and the use of the crust, will set you back £1.00. To put it another way, oysters which leave Billingsgate at a cost of 22p each, when served with a nourish and napery cost 62p each. Perhaps someone should tell Price Commission!

## CONGRATULATIONS

to M.F.V. **VALIANT II**, Skipper Dennis Sim, on establishing a new Fraserburgh port record of £4,400 for one day's fishing using a

**BORIS MYSTIC BOBBIN TRAWL**

## BORIS NET COMPANY LTD.

STRICHEN Ring 077 15 349 FLEETWOOD Ring 038 17 4881 ABERDEENSHIRE LANCASHIRE

# Iceland plugs the cod gap

TWO BIG landings from the Icelandic wet fish stern trawlers *Hronn* (Skipper Siavar Brynjolfsson) and *Stalvik* (Skipper Johann Steinsson) made £14,311 from 565 kits and *Thorir* (Skipper Vidar Benediktsson) £23,316 from 857 kits.

However, in this case he has been told to go back fishing and not to return home. He would be supplied at sea with new gear and equipment.

Evidently, the Bulgarians accepted that their own charts did not show Irish limits accurately.

It was doubted in Cork, however, if he could resume fishing without returning to his home port as she needs new warps and trawl wires which had been cut away.

The Department of Agriculture felt that the massive confiscation would provide a real lesson to other foreign vessels to keep outside Irish limits.

The fish was valued at £53,480; fish materials at £24,000 and gear, £24,660.

The Bulgarian skipper could also be subjected to

prosecution at home for infringing the Irish limits and he faces a possible jail sentence, plus loss of his skipper's ticket.

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# LARDINOIS TELLS IRISH: No changes in EEC limits policy

AN IRISH Fishermen's Organisation delegation which met Common Market Agricultural Commissioner, Pierre Lardinois, in Dublin last weekend was thoroughly dissatisfied with the discussions.

After a two-hour meeting, the delegation was not impressed with the statements made by Mr. Lardinois who, they said, did not appear to know what he was talking about.

They said he did not appear to know anything about the Irish situation. Nor could he give them any information about EEC quota proposals in shared waters and the denial of Ireland's 50-mile limit claim.

Mr. Lardinois has invited the IFO to meet him again in Brussels where on Monday, October 18, the Council of Ministers starts discussion about the Common Market fishery proposals which have met with strong opposition in Ireland.

The Irish Foreign Affairs Minister, Dr. Garrett

Fitzgerald, has already declared total opposition to the proposals and said he would cast an Irish veto against them.

But Mr. Lardinois has no evident intention of changing the proposals drawn up by the Commissioners. He told a press conference in Dublin that he foresaw no change on the proposals put forward in regard to limits.

The Irish situation, particularly on the west coast, might be met with some improvement in quotas; there is also need for special consideration for areas in the north of Britain. But he could not foresee any fundamental changes in the proposals on limits.

A major confrontation now seems likely, as the Irish Government is facing a massive trade union and fishermen's campaign.

It cannot afford to back down on its pledges.



## BRYHER ON £6,425

MARKETS were excellent at Milford Haven last week and it was a real event when two of

## Safety overall warms wearer

A ONE-PIECE survival suit designed to keep a man afloat even when unconscious has been introduced by Wendyco (East Anglia) Ltd.

Called the Norwester, the suit has been designed as a working overall with high thermal properties to protect the wearer once overboard.

The Norwester survival suit automatically keeps the wearer afloat.

The wearer once overboard, the makers claim that the suit will still work even when cut in half.

Once the wearer goes overboard, approximately 28 litres of water enters the suit and spreads evenly over the wearer. This heats the body temperature automatically and acts as a 'hot water bottle'. Once out of the water the outfit will self drain.

Made from reinforced polyurethane nylon, the suit is said to be extremely lightweight and resistant to oils, diesel, petrol and alkalies. It comes in a choice of colours, including International Distress Orange, radar reflectors built into the shoulder panels.

For further information contact Wendyco (East Anglia) Ltd., Woodside Regt., Norwich NR7 9HA. Tel: (0603) 37341.

six fish and chip shops around the country which are co-operating with the White Fish Authority in selling blue whiting and acts as a 'hot water bottle'.

Prices that have been quoted so far it would not be feasible to send a big ship after blue whiting. It's about £30 a ton which is about £2 a kit.

He said that some

merchants had obtained supplies of the fish from Hull last year and found them awkward to handle but added: "With recent experiences of handling small Rockall haddock we might cope a bit better now."

"We are not as desperate as that yet. There may be a time when we need them but not at the moment, as far as Marr is concerned."

Geoff Anderson, president of Fleetwood Fish Merchants' Association, said the

main problem with the fish is that they are small and difficult to process. "But, if needs must, they will become very acceptable."

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Rockall haddock we might

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"If the worst happens and we get thrown out of Iceland and we get stuck with a 12-mile limit, possibly we would have to turn to these fish."

The new rates of interest for fishing vessels under 80 ft. and new engines are: up to five years, 13 per cent; five to 10 years, 13½ per cent; 10 to 15 years, 14 5/8 per cent; over 15 years 15 3/8 per cent.

For processing plants, up to five years, 14 1/2 per cent; five to 10 years, 14 7/8 per cent; 10 to 15 years, 15 3/8 per cent; 15 to 20 years, 16 1/4 per cent.

CHANGES in White Fish

Authority and Herring In-

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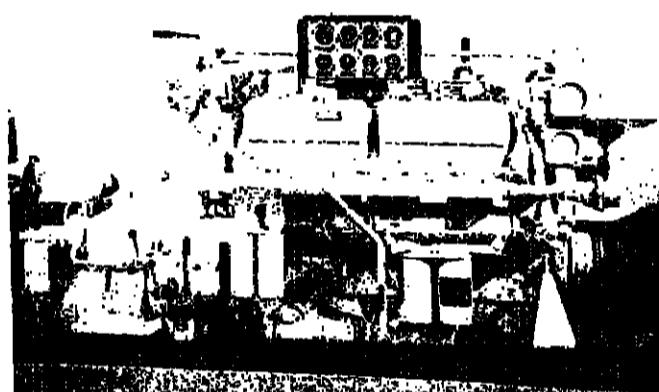
# CATCH '76 REPORT

## New 'Cat' range from 250hp

THE Caledonian Tractor and Equipment Co. Ltd. of Glasgow celebrated its 25th anniversary as the Caterpillar dealer in Scotland with the introduction of a new engine range.

Having its first showing in the UK at Catch '76 was the Caterpillar 3400 series consisting of three engines ranging from 250 to 750 hp.

CATERPILLAR



Caterpillar's 3412 engine, one of the new 3400 series on show in the UK for the first time.

### Pound system

MAIN EXHIBIT on the Alcoa of Great Britain Ltd. stand was a section of fishroom boards and stanchions.

Also on display was a range of aluminium fish boxes, trays and containers manufactured by the Warwick Production Co.

The Alcoa system of aluminium fish pound boards and stanchions has been in use for many years aboard fishing vessels.

Some boats are fitted with the complete system, while others have either stanchions or boards.

A set of boards has been supplied to the new pocket trawler *Glen Churn*, which has just been completed by Gilbow Ltd. of London for J. Marr (Aberdeen) Ltd. Another set has been ordered for a wooden purse seiner under construction at the

Aluminium fishroom stanchions and pound boards on the Alcoa of Great Britain stand.

They were displayed as propulsion units complete with marine gears.

Main feature of the new series is that the design incorporates large displacement with trim external dimensions and weight.

Displacement is about one-third greater than that of earlier Cat engines, so there is less heat generated and less mechanical stress. The

engines have fewer moving parts and are of more simple construction.

The three engines on display were the six-cylinder, inline, model 3406; the eight-cylinder, vee-form, 3408; and the 12-cylinder, vee-form, 3412. All have a cylinder bore

of 5.40 in. and stroke of 6.00 in.

The 3408, 3408 and 3412 have displacements of 893, 1099 and 1649 cu. in. respectively.

Caledonian initially dealt in Caterpillar earth moving and construction equipment, but moved into the fishing boat market in the early 1960s when a number of Scottish vessels were re-engined with Cat units.

Some of the earliest of these were a 180 hp engine fitted to the Wick seiner

of Alan Morse.

In more recent years larger units have been introduced to cater for the demands of pair trawlers and purse seiners. In 1972, models of 850 hp were fitted to the 80ft. wooden boats *Kallista* and *Aquila* which were built by J. and G. Forbes and Co. of Sandhaven for skippers George Watt and James Slater.

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**110**

High PRF's - 3000 and 1500 - for a bright picture on long and short ranges.

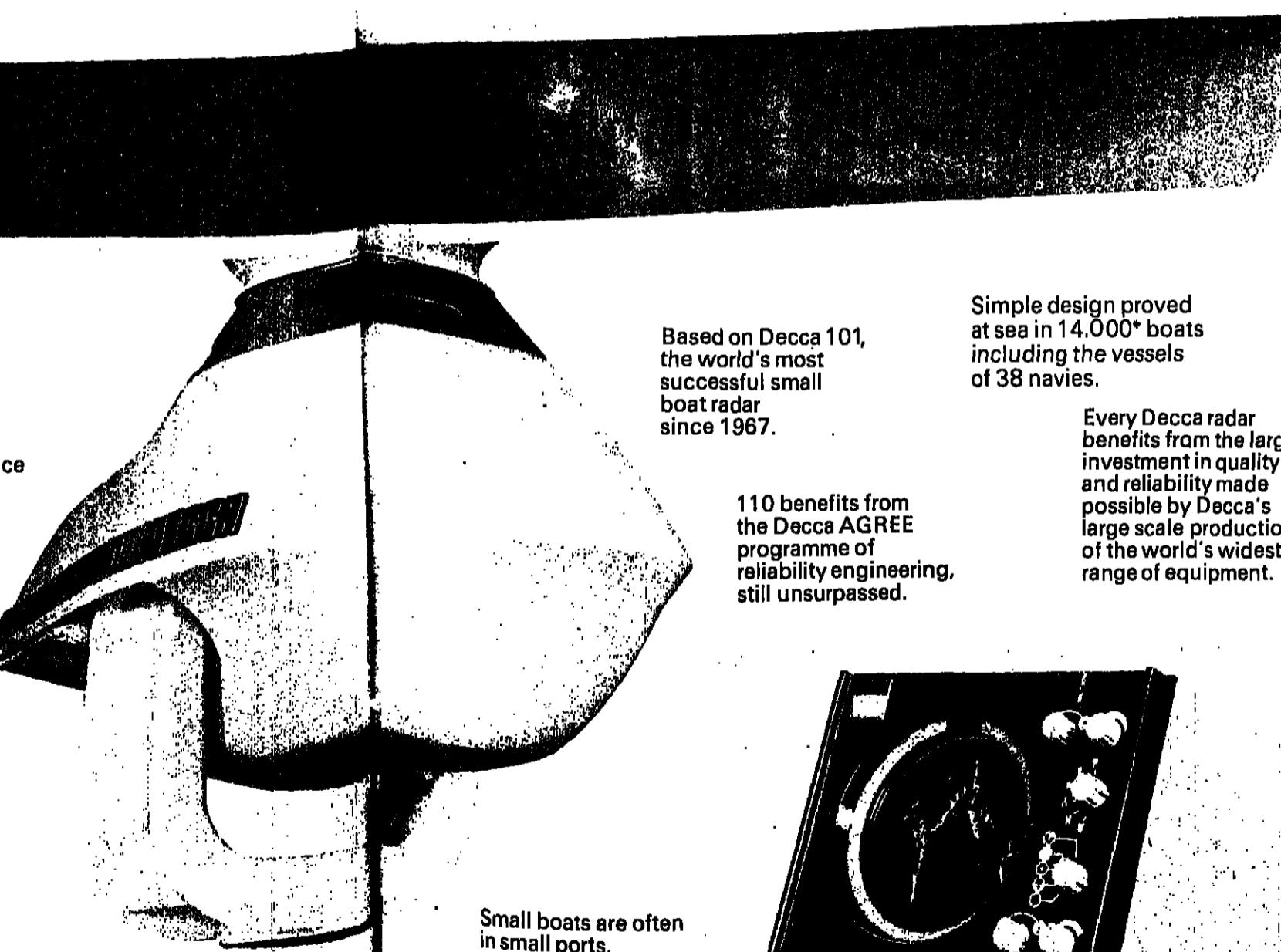
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Very good visibility of small targets.

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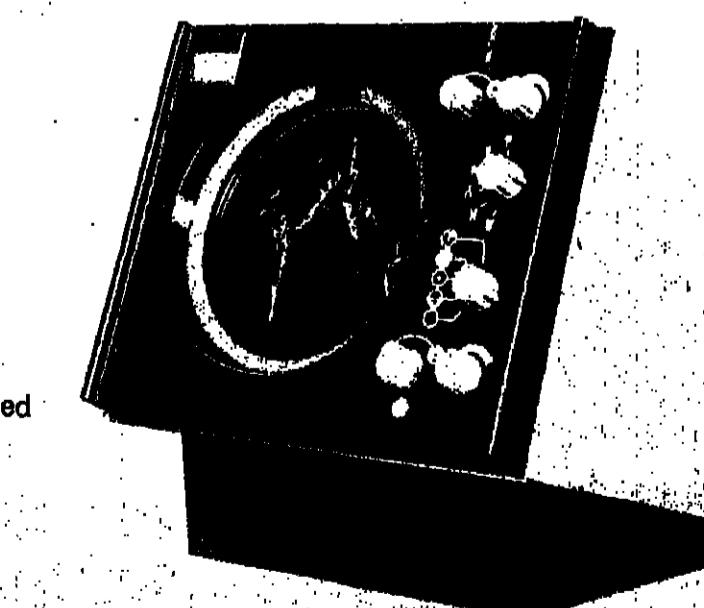


Simple design proved at sea in 14,000\* boats including the vessels of 38 navies.

Based on Decca 101, the world's most successful small boat radar since 1967.

110 benefits from the Decca AGREE programme of reliability engineering, still unsurpassed.

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## SHORT DIESEL KEEPS BOAT IN TRIM

THE Hedemora type V6A/12 engine on the A. Johnson and Co. stand is to be installed in a 79 ft. multi-purpose boat building in Devon for North Shields skipper, Alan Morse.

As reported in *Fishing News*, August 13, one of the main reasons for the choice of this engine for the vessel is that it is only four ft. long and yet develops more than 600 hp.

Its compact size has enabled the boat's fishroom to be placed amidships, so she will maintain correct trim when carrying fish.

This will be the first in-

stallation of a Swedish Hedemora marine propulsion engine in the UK, although the type VA has been in service all over the world since being introduced in 1963.

The V6A/12 being supplied by UK agents, Johnson and Sons, to Skipper Morse's boat has a continuous rating of 620 bhp at 1,200 rpm. It will drive an Ulstein CP propeller through an Ulstein 110GSC

close-coupled gearbox of 3:1 reduction ratio.

It is a 12-cylinder, turbocharged, four-stroke, water-cooled, vee-form engine with the cylinders arranged at a 90 degree angle. It has a cylinder bore of 185 mm. while the

piston stroke is of 210 mm. The minimum expected life of wearing parts, such as bearings, cylinder liners, pistons and rings, etc., is 20,000 hours. There can be long intervals between overhauls.

Other important features for fishing vessel applications are the power take-offs available at the fore end, including one for full engine power.

Hedemora Diesel manufactures two engine ranges: the VA 600 to 2,500 hp and the VB, 750 to 3,000 hp.

## ...CP prop on show

Ulstein of Norway has been making controllable pitch propellers for more than 50 years. They are specially designed to meet the widely differing requirements of fishing vessels: pull and manoeuvrability, plus full performance obtainable under all operating conditions.

Ulstein CP propellers with reduction gears can be supplied for engines within the power range 150 to 3,500 bhp.

Installations in Scotland include the Peterhead vessels *Summer Dawn* and *Brighter Dawn*, built in Norway about three years ago.

A model 55 GSC gearbox with CP propeller and Ulstein nozzle is being fitted to a 65 ft. wooden boat being built at Robsons Boatbuilders of South Shields for Skipper Terry McEntee of North Shields. It will be coupled to a Gardner 230 hp engine running at 1,150 rpm.

Ulstein (UK) Ltd. is also sales and service agent for Tenfjord Mek Verksted A/S and exhibited a typical Tenfjord steering gear unit — us

## STERNGEAR SUPPLIERS

HENRY Fleetwood and Sons (Marine) Ltd. is a family engineering firm founded at Arbroath in 1924 by Henry Fleetwood Snr. The firm moved to Lossiemouth in 1933.

The Fleetwood family has a long association with marine engineering and the grandfather of the present directors, John and Henry Jr., was involved in this kind of work more than 90 years ago.

Right from the start the firm specialised in the manufacture of stern gear and other types of marine engineering equipment.

In addition to supplying a range of stern tubes, propeller shafts and intermediate shafts, keel coolers and skin fittings, etc., the firm is agents for Gardner and Volvo Penta engines, Gilbert Gilkes and Gordon pumps, and M. G. Duff cathodic protection.

One of the main exhibits on the stand was a Fleetwood stern gear assembly fitted with a Bruntons Superstar propeller.

Fleetwood had made the unit except for the propeller. The Superstar propeller was introduced by Bruntons about 18 months ago and is made of manganese bronze alloy, which is stronger than manganese bronze and more resistant to impact damage and corrosion.

Fleetwood is supplying the stern gear with Superstar propeller to the wooden trawler *Jean Scott*, now

# CATCH '76 REPORT

## Skippers choose Danish diesel

SALES and service agent for a number of Continental concerns, including Alpha Diesel A/S and Motorfabriken BUKH A/S, is the old-established Scottish firm, Ferguson and Timpson Ltd.

Since Alpha Diesel entered the UK market a few years ago, 16 British fishing boats have been fitted with Alpha propulsion systems.

The company supplies the complete package, together with controls and CCP propeller with or without nozzle; and the power range covers from 400 to 4,770 bhp.

One of the most recent installations was a 700 hp model aboard the 86ft purse seiner *Morning Star*. She has just been completed at Peterhead for Skipper James Duncan, George Duncan Jnr. and George Duncan Snr.

Agent and service engineer for Alpha in the north-east of Scotland is Northern Engineering Works of Peterhead.

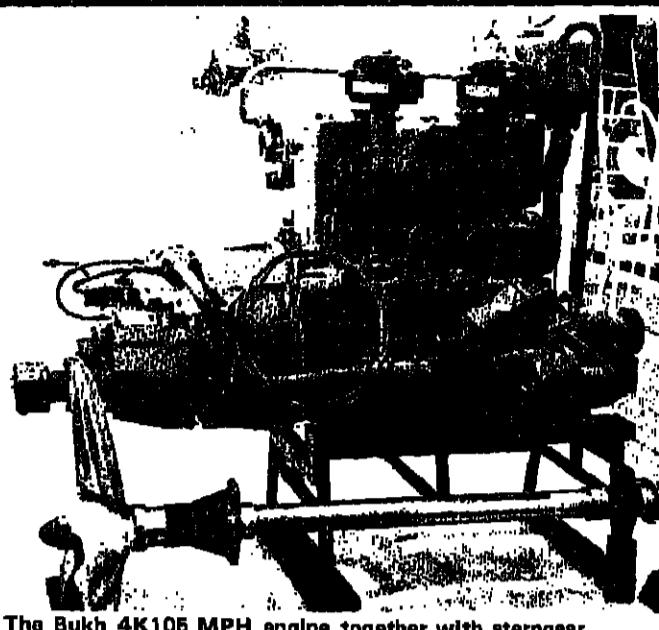
Ferguson and Timpson is sole UK agent for BUKH and the main exhibit on the stand was a BUKH 4K105 MPH propulsion engine of 65 hp.

Although a number of BUKH units have been fitted to Scottish boats as auxiliary sets, many thousands are in use in other parts of the world as propulsion units.

BUKH marine diesel engines are four stroke, water cooled, units with one to six cylinders and range from 10 to 95 hp. They are suitable for smaller vessels in the British fleet.

The new 4K105 MPH unit on the stand develops 64 bhp at 1,000 rpm and was shown complete with reduction gearbox, shafting and fixed pitch propeller. BUKH or alternative makes of reduction gear, either mechanically or hydraulically operated, can be used.

Motorfabriken BUKH of Denmark has been producing diesel engines since 1912. C. F. Wilson took over the



The BUKH 4K105 MPH engine together with stern gear.

## SEINER PROVES ROPE REELS

LATEST addition to the range of deck machinery manufactured by Aberdeen's C.F. Wilson & Co. (1932) Ltd. is seine rope storage reels.

A two-drum set has just been successfully tried out by the 75ft. Peterhead vessel *Glenugie III*.

The robust reels are designed to withstand the extreme conditions on fishing vessels. Non-metallic bearings have been used where possible and the guide rollers in the spooling process are specially hardened.

The mild steel frame and storage drum are shot-blasted, zinc sprayed and painted with zinc-rich primer undercoat and good top coat.

Each reel is powered by an internally-mounted Carron hydraulic motor, and both motors are fed from a single hydraulic pump which can also drive a power block if required.

Local or wheelhouse controls can be tilted. The reels are designed for use in conjunction with existing seine winches to automatically store the ropes onto each drum, also provide the necessary back tension to the rope. Capacity of the reels can be to owners' requirements.

A reinforced aluminium support arm reduces the weight of the power block assembly and cuts wear on the supporting bearings of the main structure.

A prototype was fitted to the 72ft. Lossiemouth seine netter *Sunbeam* about 15 months ago and the large number in service have given satisfaction.

A reinforced aluminium

marine interests of the Carron Co. of Falkirk early last year and, since then, has carried out extensive development of the power block.

The aluminium sheave is coated with a new and hard wearing rubber, while all bearing surfaces in the structure comprise a combination of stainless steel pins and non-metallic housings.

All mild steel parts are shot-blasted, zinc-sprayed and painted to include zinc primer undercoat and finish top coat specification.

Emphasis has been put on reliability and convenience of operation; a hydraulic system has been designed so that the sheave can be operated independently of the slewing and lifting operation.

The hydraulic motor is housed right inside the sheave and the block is supplied in two diameters: 20in. and 24in.

The Danish Net-Op self-winding tangle net fishing in Denmark.

The lightweight and salt water-resistant winch can be used for all types of nets — cod, herring, plaice, mackerel, salmon and even salmon hooks. There is a removable side section for fishing with ring-shaped nets.

In principle the Net-Op is a new type of tangle net winch operated by two spherical water containers which grip the net against a hydraulically driven variable speed rubberised continuous belt.

The Net-Op is in use on Danish vessels up to 90 tons where they are especially popular for tangle net fishing over wrecks.

Also on show at Catch '76 were a V-504 M eight-cylinder vee-form engine of 197 bhp and an NTA 841 six-cylinder model of 190 bhp.

Engine efficiency has been increased by a combination of the K range of engines from

# FOUR DAYS ON ORMERS

GUERNSEY'S ormers offshore, according to gatherers will only be marine biologists allowed for four days each year to collect their reports.

However, despite a vigorous campaign by the Shoregathers' Association compared to the 40 days to ban diving, there is little doubt that some islanders have ignored the three year total ban.

But diving for this species of abalone is banned for at least two years, when the matter will again be reviewed by the island's sea fisheries committee.

One amendment to the proposals made by the SFC to the States parliament, makes it illegal for anyone to have deep-frozen ormers.

This ends the present ban on gathering the mollusc whose numbers have been decreasing both on the littoral and

## New 70-footer from Dingle

A NEW 70 ft. trawler was launched last month at the Bord Iascaigh Mhara (BIM) boatyard in Dingle, Co. Kerry, for Skipper Nicholas Murphy of Dunmore East.

For the past seven years he has been skipper of the 75 ft. Silver Spruce, which was launched worked as skipper on Ros Laire. He passed the examination for the Skipper's Certificate in 1966.

## fish farming international

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# A welcome for the communist 'big spenders'

PLYMOUTH is benefitting to the tune of £750,000 from the Russian fleet working the south west grounds. As a forward base for the communist fleet, port authorities and traders have a higher regard for the Russians unlike the local fishermen.

The Russian skipper recently fined in Plymouth for contravening the fishing limits is no stranger to the port. In fact, he is one of many Russians, Romanians, Bulgarians, Poles and East Germans who are regarded as "good friends of Plymouth."

Many of them have been coming here for years. Marcus Watt, manager of Millbay Dock, said: "There is nothing political in it. They are very good friends of ours, and as far as personal contacts with captains and officers go, the relationship is very good."

Mr. Watt said it was his job to provide berths for Russian or any other trawlers which might want them. Last year, 113 Eastern bloc trawlers paid a total of £14,000 to berth at the docks.

But that is only the start of the spending. According to George Phillips, manager of Bellamy and Co. (Plymouth) Ltd., the shipbrokers on Millbay Pier, each trawler that berths has an arrangement for berths for Russian or any other trawlers which might want them. Last year, 113 Eastern bloc trawlers paid a total of £14,000 to berth at the docks.

For the past seven years he has been skipper of the 75 ft. Silver Spruce, which was launched worked as skipper on Ros Laire. He passed the examination for the Skipper's Certificate in 1966.

BOSTON Deep Sea after being purchased by Fisheries of Fleetwood has sold the 139 ft. side trawler Boston Crusader to the Colne Fishing Company of Lowestoft. The vessel is the latest in a number of Fleetwood trawlers which have been sold to Lowestoft owners. The most recent example is Kennedy Selby during the early years of the second war.

Boston Crusader, which has been tied up since June, sailed for her new port last week. She was built in 1958 as Broadwater for Mason Trawlers of Fleetwood.

Originally, she was used for middle water fishing, but

sixth vessel to be sold by Boston she changed to Iceland fishing and was renamed.

The vessel is the latest in a number of Fleetwood trawlers which have been sold to Lowestoft owners. The most recent example is Kennedy Selby during the early years of the second war.

She was, however, taken over by the Admiralty while building.

On 'demob' in 1946 she was sold to the Milford Seas Trawling Co. Ltd. of Milford Haven and began her fishing career as Milford Marquis.

The 318-ton St. Kitts is the

first vessel to be sold by

Scrap by the Colne Group.

The others are Maebreeze, Tritonia, Horizons, Trinidad and Jamaica.

St. Kitts was built by

Cochrane & Sons Ltd. of Lowestoft. The most recent example is Kennedy

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